

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

-----  
**INTERDEPARTMENT CORRESPONDENCE**

**FILE:** STP00-7001-00(009) Richmond **OFFICE:** Engineering Services  
P.I. No.: 250510  
Wrightsboro Road Widening **DATE:** December 15, 2009

**FROM:** Ronald E. Wishon, Project Review Engineer *RLW*

**TO:** Russell R. McMurry, PE, State Roadway Design Engineer  
Attn.: Jan Hilliard

**SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

The VE Study for the above project was held June 15-18, 2009. Responses were submitted three times: August 17, 2009, September 14, 2009, and December 3, 2009. Each time responses were submitted, the GDOT design office requested that Augusta-Richmond County reevaluate their responses and agree to incorporate additional recommendations. Augusta-Richmond County did not comply with this request.

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
P-1	Construct a one-way pair between Maddox Drive and Belair Road	\$267,030	No	Additional work would be required in order to incorporate this recommendation. The proposed triple 10 ft x 8 ft box culvert must be extended. The skew must be revised in order to avoid impacts to the adjacent historic structure. The increase in culvert size would require the elevation of Wrightsboro Road to be raised. Additional right of way and easement would be needed. The cost for all of this work would negate the proposed savings.
P-2	Provide a right-in/right-out driveway in lieu of a cul-de-sac on Old Wrightsboro Road	Design Suggestion	No	Traffic studies show that a single point of access for Old Wrightsboro Road will operate at an acceptable level of service. There was no adverse reaction to the proposed design at the PHOH.

**STP00-7001-00(009) Richmond**  
**Implementation of Value Engineering Study Alternatives**


**P.I. No. 250510**

**Page 2**

P-3	Eliminate the eastbound U-turn and eyebrow at Sta. 82+00	\$19,635	Yes	This will be done.
P-4	Use 24 in curb and gutter in lieu of 30 in curb and gutter	\$197,809	No	Augusta-Richmond County Code requires the use of 30" curb and gutter. The final design of the project is 80% complete and the cost to redesign the plans would be approximately \$150,000.
P-5	Use two 11 ft through lanes in lieu of 12 ft lanes from Sta. 42+00 to Sta. 142+26 (Belair Road)	\$190,400	No	Augusta-Richmond County Code requires the use of 12 ft lanes on all arterial roadways. The Highway Capacity Manual indicates that the capacity of an 11 ft lane is about 97% of that of a 12 ft lane. The final design of the project is 80% complete and the cost to redesign the plans would be approximately \$150,000.
P-6	Use an 11 ft outside through lanes in lieu of 12 ft lanes from Sta. 42+00 to Sta. 142+26 (Belair Road)	\$95,200	No	Augusta-Richmond County Code requires the use of 12 ft lanes on all arterial roadways. The Highway Capacity Manual indicates that the capacity of an 11 ft lane is about 97% of that of a 12 ft lane. The final design of the project is 80% complete and the cost to redesign the plans would be approximately \$150,000.
P-8	Eliminate sidewalks from the north side of Wrightsboro Road between Sta. 76+00 and Sta. 142+00	\$121,880	No	Augusta-Richmond County is committed to providing alternative modes of transportation for its citizens. Sidewalks will provide connectivity for the surrounding residences with the commercial node near I-520. This area is highly residential on both sides of the road. There will be no signalized pedestrian crossings west of Belair Road. Eliminating sidewalks from one side of Wrightsboro Road will encourage dangerous mid-block crossings.



P-9	Provide two 8 ft wide multi-use trails in lieu of two 5 ft wide sidewalks and two 4 ft wide bicycle lanes	\$865,381	No	Wrightsboro Road is included on the Augusta Regional Transportation Study Bicycle and Pedestrian Plan. The bicycle facility plans were developed through public involvement and the "on-street" lanes were presented to the public as part of this project. The final design of the project is 80% complete and the cost to redesign the plans would be approximately \$150,000.
P-11	Relocate the intersection of existing Wrightsboro Road and New Wrightsboro Road to Sta. 125+50, away from the wetlands	\$100,428	No	This alternative would require the construction of cul-de-sacs at both ends of Old Wrightsboro Road in order to provide emergency vehicle access. The cost for this additional work is approximately \$92,000. This would negate most of the savings.
P-13	Cul-de-sac the Rae's Creek end of existing Wrightsboro Road and create an intersection at Sta. 123+00	\$100,428	No	This alternative would require the construction of a cul-de-sac at the south end of Old Wrightsboro Road in order to provide emergency vehicle access. The additional cost for this work was not factored into the savings. This change would require ROW revisions to Parcels 94 and 98 that would delay the project and add additional cost for acquisition efforts.
C-4	Use a single span bridge in lieu of providing a triple 10 ft by 8 ft box culvert at Sta. 132+00	\$31,530	No	The estimated cost for design and geotechnical investigation of a bridge would add at least \$100,000 to the cost of the project, thereby negating the savings.
D-1	Use HDPE pipe in lieu of concrete pipe for longitudinal storm drain piping	\$110,438	No	Augusta-Richmond County Code requires the use of only RCP within the right of way.

Approved:  Date: 12/15/09  
Gerald M. Ross, PE, Chief Engineer

REW/LLM

Attachments

c: Ben Buchan  
Paul Liles/Bill Duvall/Bill Ingalsbe  
Russell McMurray/Darrell Richardson/Jan Hilliard  
Bobby Hilliard/Mike Haithcock/Jeremy Busby/Brandon Kirby  
Alexis John  
Rusty Merritt  
Ken Werho  
Lisa Myers  
Matt Sanders

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE



**FILE** STP00-7001-00(009) Richmond County  
Wrightsboro Rd./CR 1501 from Jimmie Dyess Pkwy to  
I-520 Ramps  
P.I. No. 250510-  
**OFFICE** Roadway Design  
**DATE** December 3, 2009

**FROM** Russell R. McMurry, P.E., State Roadway Design Engineer *RRM*

**TO** Ronald E. Wishon, Project Review Engineer  
Attn: Lisa Myers

**SUBJECT** **Revised Value Engineering Study Responses**

Please find attached the revised Value Engineering Study responses for the above noted Wrightsboro Road project. This office has reviewed the revised responses and the County has provided more substantiated reasons for not implementing the various recommendations.

Although this office is not in agreement with the County's recommendation to implement only recommendation P-3, this office has responded as such in previous letters to the County with copies to your office, we are formally submitting the responses for your review and handling. If there are any questions, please contact me at 404-631-1977 or Darrell Richardson at 404-631-1705.

*RRM*  
RRM: JCH

Attachment

Cc:

David Griffith, Augusta/Richmond County, letter only

Bobby Hilliard; attn: Brandon Kirby, letter only



Wrightsboro Road – VE responses  
STP00-7001-00(009), 250510, Richmond County

<i>VE Recommendation No. &amp; Description w/ Projected Initial Cost Savings</i>		<i>Recommendation Response</i>	<i>Comments</i>
<i>Idea No.</i>			
P - 1	Construct a one-way pair between Maddox Drive and Belair Road  \$267,303	Approval Not Recommended	<ul style="list-style-type: none"> <li>• The proposed triple 10'x8' box culvert would need to be extended. It is anticipated that the skew of this culvert would also need to be revised in order to avoid impacts to the adjacent historic structure. This change would likely cause significant damages to the existing structure to the north of Rae's Creek, and might involve a relocation of this structure. This additional cost has not been accounted for.</li> <li>• Due to the increase in culvert size, Wrightsboro Road would have to be raised approximately 2' in the area of Rae's Creek. This change in roadway grade would significantly decrease the savings from this recommendation due to the fact that much of the existing asphalt would not be maintained. This does not appear to have been considered when developing the cost savings. The total estimated construction cost related to the reconstruction in the culvert area is approximately \$120k.</li> <li>• The grade change required by the box culvert construction would add right-of-way and easement costs along the east side of Wrightsboro Road and it would make avoidance of the historic parcel very difficult.</li> </ul>
P-2	Provide a right-in/ right-out in lieu of a cul-de-sac on existing Wrightsboro Road  Design Suggestion	Approval Not Recommended	<ul style="list-style-type: none"> <li>• Augusta-Richmond County would like to minimize the number of access points along Wrightsboro Road within reason. Traffic studies show that a single point of access for Old Wrightsboro Road will operate at an acceptable level of service.</li> <li>• There was not an adverse reaction to the current proposal when presented at the PHOH. However, the City does not wish to revisit this design and present to residents that may appreciate the concept of a road with no through access.</li> </ul>
P-3	Eliminate the U-turn and eyebrow at sta. 82+00  \$19,635	Approval Recommended	<ul style="list-style-type: none"> <li>• There does not appear to be a need for U-turns at this location.</li> <li>• Augusta-Richmond County will encourage any future development along the north side of Wrightsboro to utilize the median opening for driveway access, avoiding a future need for U-turns.</li> </ul>

Wrightsboro Road – VE responses  
STP00-7001-00(009), 250510, Richmond County

VE Recommendation No. & Description w/ Projected Initial Cost Savings	Recommendation Response	Comments
<p>P-4      Use 24" curb and gutter in lieu of 30" curb and gutter.</p> <p>\$197,809</p>	<p>Approval Not Recommended</p>	<ul style="list-style-type: none"> <li>• Augusta-Richmond County Code Section 7-3-60 and the Street and Road Design Technical Manual, Development Document #7, Augusta-Richmond Planning Commission, September 2004, Section 6, Storm Drainage Control, 6.01, General, requires the use of 30" curb and gutter along all arterial roads. The City would be violating its own requirements if Wrightsboro Road were to be constructed with 24" curb and gutter. This roadway is expected to experience increased development activities, and the City would be placed in a vulnerable position when trying to enforce these requirements on developers.</li> <li>• The final design on this project is 80% complete and over 70% of the r/w has been acquired. A change in typical section would require extensive design revisions, the cost of which should be factored into the overall savings. These revisions would require the following approximate manhours: <ul style="list-style-type: none"> <li>○ Typicals and Caice Revs – 37 Hrs</li> <li>○ Constr. Plans – 290 Hrs</li> <li>○ Side Street profiles – 34 Hrs</li> <li>○ Drive profiles – 128 Hrs</li> <li>○ MOT Plans and X-secs – 114 Hrs</li> <li>○ Drainage Calcs – 96 Hrs</li> <li>○ Drainage plans – 64 Hrs</li> <li>○ Cross Sections – 78 Hrs</li> <li>○ Lighting, S&amp;M and Signal – 137 Hrs</li> <li>○ Wall Plans – 17 Hrs</li> <li>○ QA/QC &amp; revisions – 156 Hrs</li> <li>○ Quantities and DetEst – 205 hrs</li> </ul> <p>The estimated engineering cost to make these changes is \$150k.</p> </li> </ul>

Wrightsboro Road – VE responses  
STP00-7001-00(009), 250510, Richmond County

<i>VE Recommendation No. &amp; Description w/ Projected Initial Cost Savings</i>	<i>Recommendation Response</i>	<i>Comments</i>
<p>P-5      Use 11' lanes in lieu of 12' lanes from Sta. 33+46 to Sta. 142+26 (Belair Road)</p> <p>\$190,400</p>	<p>Approval Not Recommended</p>	<ul style="list-style-type: none"> <li>• Augusta-Richmond County Code Section 7-3-60, and the Street and Road Design Technical Manual, Development Document #7, Augusta-Richmond Planning Commission, September 2004, Section 2, Right of Way Requirements, 2.01, General, Proposed Roadway Requirements requires a minimum width of 12' for travel lanes on all arterial roads. The City would be violating its own requirements if Wrightsboro Road were to be constructed with 11' travel lanes. This roadway is expected to experience increased development activities, and the City would be placed in a vulnerable position when trying to enforce these requirements on developers.</li> <li>• According to the Highway Capacity Manual, the capacity of 11-foot lane is about 97% of that of a 12-foot lane. That reduction in capacity is about 3.33% versus an approximate 1% savings in construction cost from this recommendation. Since improving traffic operations and serving increased traffic demand along Wrightsboro Road were stated goals in the Need and Purpose, the City of Augusta does not believe that reducing lane widths as recommended is the most responsible decision.</li> <li>• The final design on this project is 80% complete and over 70% of the r/w has been acquired . A change in typical section would require extensive design revisions, the cost of which should be factored into the overall savings. Any revisions to the typical section have previously been estimated to total approximately \$150,000.</li> </ul>



Wrightsboro Road – VE responses  
STP00-7001-00(009), 250510, Richmond County

<i>VE Recommendation No. &amp; Description w/ Projected Initial Cost Savings</i>	<i>Recommendation Response</i>	<i>Comments</i>
<p>P-6</p> <p>Use 11' outside through lanes in lieu of 12' outside through lanes from Sta. 33+46 to Sta. 142+26 (Belair Road)</p> <p>\$95,200</p>	<p>Approval Not Recommended</p>	<ul style="list-style-type: none"> <li>• Augusta-Richmond County Code Section 7-3-60 and the Street and Road Design Technical Manual, Development Document #7, Augusta-Richmond Planning Commission, September 2004, Section 2, Right of Way Requirements, 2.01, General, Proposed Roadway Requirements requires a minimum width of 12' for travel lanes on all arterial roads. The City would be violating its own requirements if Wrightsboro Road were to be constructed with 11' travel lanes. This roadway is expected to experience increased development activities, and the City would be placed in a vulnerable position when trying to enforce these requirements on developers.</li> <li>• According to the Highway Capacity Manual, the capacity of 11-foot lane is about 97% of that of a 12-foot lane. That reduction in capacity is about 3.33% versus an approximate 0.5% savings in construction cost from this recommendation. Since improving traffic operations and serving increased traffic demand along Wrightsboro Road were stated goals in the Need and Purpose, the City of Augusta does not believe that reducing lane widths as recommended is the most responsible decision.</li> <li>• The final design on this project is 80% complete and over 70% of the r/w has been acquired. A change in typical section would require extensive design revisions, the cost of which should be factored into the overall savings. Any revisions to the typical section have previously been estimated to total approximately \$150,000.</li> </ul>
<p>P-8</p> <p>Eliminate sidewalks from the north side of Wrightsboro Road between Sta. 76+00 and Sta. 142+00</p> <p>\$121,880</p>	<p>Approval Not Recommended</p>	<ul style="list-style-type: none"> <li>• Augusta-Richmond County is committed to providing alternative modes of transportation for its citizens. Sidewalks are an important part of this project, and they will provide alternatives to link the surrounding residences with the commercial node near I-520.</li> <li>• Wrightsboro Road is highly residential on both sides of the road. There will be no signalized pedestrian crossing locations on Wrightsboro Road, west of Belair Road. Eliminating sidewalks on one side of Wrightsboro Road will encourage dangerous mid-block crossings.</li> </ul>

Wrightsboro Road – VE responses  
STP00-7001-00(009), 250510, Richmond County

<i>VE Recommendation No. &amp; Description w/ Projected Initial Cost Savings</i>	<i>Recommendation Response</i>	<i>Comments</i>
<p>P-9</p> <p>Provide two 8-ft-wide multi-use trails in lieu of two 5-ft wide sidewalks and two 4-ft-wide bike lanes.</p> <p>\$865,381</p>	<p>Approval Not Recommended</p>	<ul style="list-style-type: none"> <li>• The final design on this project is 80% complete and over 70% of the r/w has been acquired. A change in typical section would require extensive design revisions, the cost of which should be factored into the overall savings. The revisions have previously been estimated at approximately \$150,000.</li> <li>• On-street bike lanes are utilized by the more serious riders that use bicycles as an alternative mode of transportation as opposed to recreational use. The <u>AASHTO Guide for the Development of Bicycle Facilities</u> supports this when it states: "shared use paths should not be used to preclude on-road bicycle facilities but rather to supplement a system of on-road bike lanes..."</li> <li>• Wrightsboro Road is included on the Augusta Regional Transportation Study (ARTS) Bicycle and Pedestrian Plan adopted January 2003 for "on-road" bicycle facilities. Wrightsboro Road is also on the Georgia bicycle route plan between Jimmy Dyess Parkway and Flowing Wells Road. The bicycle facility plans were developed through public involvement and the "on-street" lanes were presented to the public as part of this project. The City believes that the planned "on-street" facility is an important connection between Jimmy Dyess Parkway and the commercial node at Interstate 520.</li> <li>• Providing this alternative mode of transportation as part of the proposed Wrightsboro Road was a stated goal in the approved Need and Purpose Statement for the project. Removing the bike lanes could affect the environmental approval.</li> </ul>
<p>P-11</p> <p>Relocate the proposed intersection between Existing Wrightsboro Road and New Wrightsboro Road</p> <p>\$100,428</p>	<p>Approval Not Recommended</p>	<ul style="list-style-type: none"> <li>• This alternative would require the construction of cul-de-sacs at both ends of Old Wrightsboro Road in order to provide emergency vehicle access. The additional asphalt and concrete construction was not taken into account, and is estimated to add approximately \$92k to the construction cost.</li> <li>• The addition of a cul-de-sac on the southern end does not seem to have been taken into account and would potentially require the same culvert extension that is currently proposed. This would eliminate any potential savings.</li> <li>• This alternative would require a less desirable "T" intersection with Old Wrightsboro Road.</li> </ul>



Wrightsboro Road – VE responses  
STP00-7001-00(009), 250510, Richmond County

VE Recommendation No. & Description w/ Projected Initial Cost Savings		Recommendation Response	Comments								
P-13	Cul-de-sac the Rae's Creek end of Old Wrightsboro Road and create an intersection at Sta. 123+00.  \$100,428	Approval Not Recommended	<ul style="list-style-type: none"><li>This recommendation would require a cul-de-sac on the south end of Old Wrightsboro Road in order to provide access for emergency vehicles. This additional construction does not seem to have been taken into account and would potentially require the same culvert extension that is currently proposed. This would eliminate any potential savings. Additional cost for the construction of the cul-de-sac would also be incurred.</li><li>This change in design would cause right-of-way revisions to parcels 94 and 98 due to the U-turn bay that would be required at the new intersection. This would not only cause delays to the project, it would also add costs in acquisition efforts and revisions to the appraisals.</li></ul>								
C-4	Use a single-span bridge design in lieu of providing three, 10'x8' box culverts at station 132+00.  \$31,530	Approval Not Recommended	<ul style="list-style-type: none"><li>The addition of a bridge would add cost of design and geotechnical investigations, which should be taken into account when evaluating the savings of this suggestion. The estimated additional cost is approximately \$100,000 to \$125,000, which is described in further detail below:  A box culvert and a bridge behave differently hydraulically and to replace the triple 10 x8 with a bridge, the hydro study would have to be redone.  The toe of slope for the bridge endfill is set 10 feet from the edge of channel so depending on how wide the channel is the bridge could be 80 to 90 feet long or longer. So as not to raise the roadway profile much we would try to keep the bridge structure depth to a minimum which probably means shorter spans with intermediate pile bents. The costs below are typical for design of this type of bridge structure.  <table><tr><td>Hydro study</td><td>\$15,000 to \$20,000</td></tr><tr><td>Geotech</td><td>\$20,000 to \$25,000</td></tr><tr><td>Bridge design</td><td><u>\$65,000 to \$80,000</u></td></tr><tr><td>Total redesign cost</td><td>\$100,000 to \$125,000</td></tr></table></li></ul>	Hydro study	\$15,000 to \$20,000	Geotech	\$20,000 to \$25,000	Bridge design	<u>\$65,000 to \$80,000</u>	Total redesign cost	\$100,000 to \$125,000
Hydro study	\$15,000 to \$20,000										
Geotech	\$20,000 to \$25,000										
Bridge design	<u>\$65,000 to \$80,000</u>										
Total redesign cost	\$100,000 to \$125,000										



Wrightsboro Road – VE responses  
 STP00-7001-00(009), 250510, Richmond County

<i>VE Recommendation No. &amp; Description w/ Projected Initial Cost Savings</i>	<i>Recommendation Response</i>	<i>Comments</i>
D-1      Use HDPE pipe in lieu of concrete pipe for longitudinal storm drain piping  \$110,038	Approval Not Recommended	<ul style="list-style-type: none"> <li>• HDPE pipe has demonstrated reduced hydraulic performance (efficiency) over time per Augusta's daily field observations and drainage issues.</li> <li>• HDPE pipe deflection is a problem observed by the city. This results in increased maintenance cost over the life of the pipe.</li> <li>• There will be an increased cost in quality control during installation in order to ensure that the pipe is installed correctly. It is our experience that Improper Installation and bedding leads to drainage problems over time.</li> <li>• HDPE pipe has reduced durability. Installation of RCP will require less cost in maintenance over the life of the pipe.</li> <li>• HDPE pipe conflicts with Augusta-Richmond County Code, Section 7-3-60 and the Street and Road Design Technical Manual, which requires only RCP within the right-of-way.</li> <li>• The City has a concern over thermal deformation of HDPE pipe. The fire potential is high in urban environment.</li> </ul>

-End of Responses-



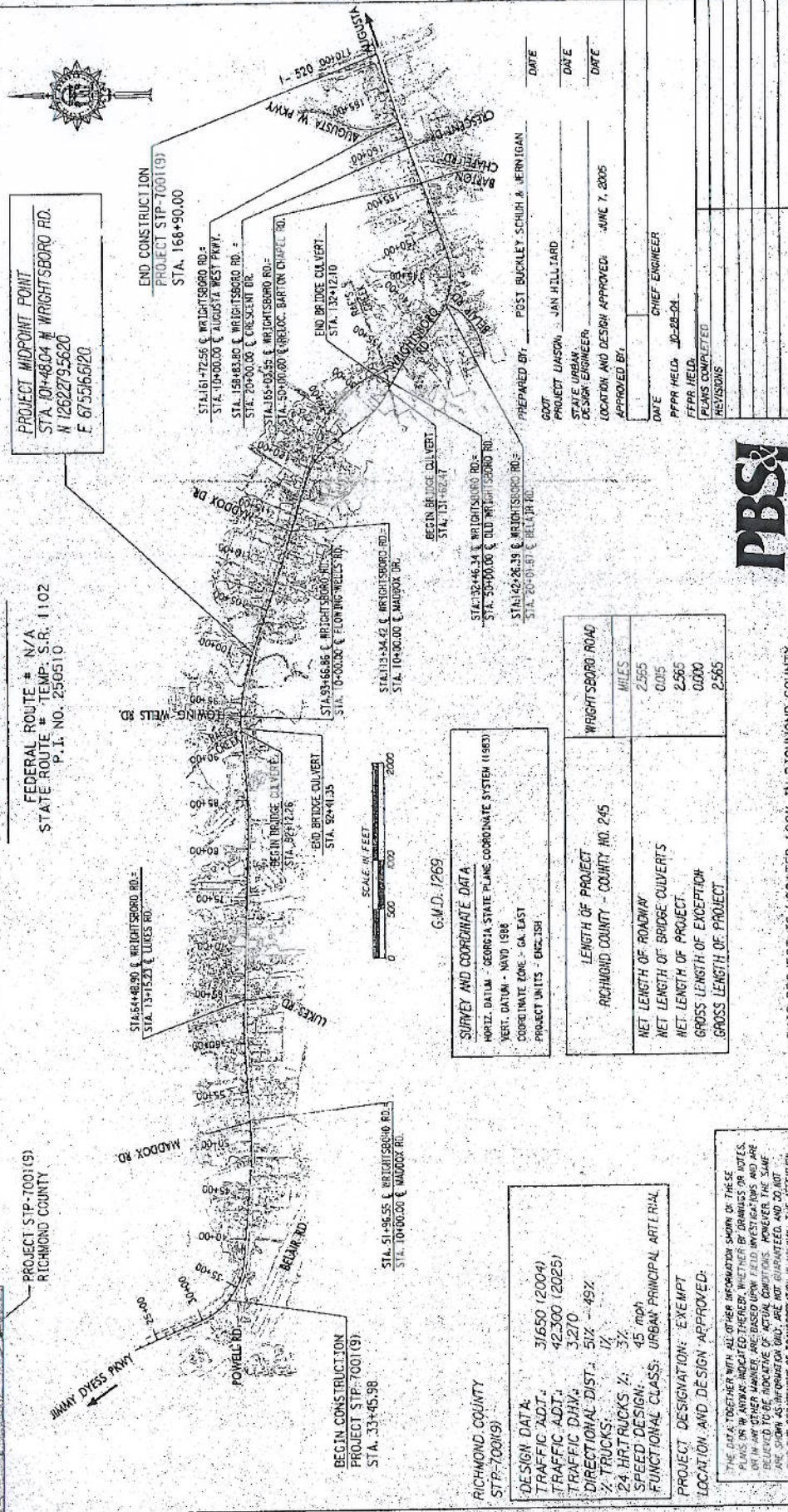
# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## PLAN AND PROFILE OF PROPOSED WRIGHTSBORO ROAD FEDERAL AID PROJECT STP-7001(9) RICHMOND COUNTY

NOTE: ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, NOTINGS, DOCUMENTS, DRAWINGS OR PHOTOGRAPHS, ARE TO BE USED IN CONNECTION WITH THIS DOCUMENT. TO: STATE HIGHWAY DEPARTMENT OF GEORGIA. STATE HIGHWAY DEPARTMENT. GEORGIA STATE HIGHWAY DEPARTMENT. HIGHWAY DEPARTMENT. OR DEPARTMENT OF GEORGIA WHEN THE CONTEXT THEREIN MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

PROJECT MIDPOINT POINT  
STA. 10+48.04 N WRIGHTSBORO RD.  
N 1282279.5620  
E 675516.6120

FEDERAL ROUTE # N/A  
STATE ROUTE # TEMP. S.R. 1102  
P.I. NO. 250510



SURVEY AND COORDINATE DATA  
HORIZ. DATUM - GEORGIA STATE PLANE COORDINATE SYSTEM (1983)  
VERT. DATUM - NAVD 1988  
COORDINATE ZONE - GA EAST  
PROJECT UNITS - ENG. USH

G.M.D. 1269

LENGTH OF PROJECT RICHMOND COUNTY - COUNTY NO. 245	
NET LENGTH OF ROADWAY	2.565
NET LENGTH OF BRIDGE CULVERTS	0.015
NET LENGTH OF PROJECT	2.565
GROSS LENGTH OF EXCEPTION	0.000
GROSS LENGTH OF PROJECT	2.565

DESIGN DATA:  
TRAFFIC ADT: 31650 (2004)  
TRAFFIC ADT: 42350 (2025)  
TRAFFIC DVM: 3270  
DIRECTIONAL DIST: 51% - 49%  
% TRUCKS: 11%  
24 HRT TRUCKS %: 3%  
SPEED DESIGN: 45 mph  
FUNCTIONAL CLASS: URBAN PRINCIPAL ARTERIAL

PROJECT DESIGNATION: EXEMPT  
LOCATION AND DESIGN APPROVED:

THE DATA TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANY OTHER MANNER, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, IS FOR INFORMATION ONLY. THE DATA ARE NOT TO BE USED FOR ANY OTHER PURPOSES. THE DATA ARE NOT TO BE USED FOR ANY OTHER PURPOSES. THE DATA ARE NOT TO BE USED FOR ANY OTHER PURPOSES.

PREPARED BY: POST BUCKLEY SCHULZ & HERNIMAN  
DATE: \_\_\_\_\_  
GDOT PROJECT LIAISON: JAN HILLIARD  
DATE: \_\_\_\_\_  
STATE URBAN DESIGN ENGINEER: \_\_\_\_\_  
DATE: \_\_\_\_\_  
LOCATION AND DESIGN APPROVED: JUNE 7, 2005  
APPROVED BY: \_\_\_\_\_  
DATE: \_\_\_\_\_  
CHIEF ENGINEER: \_\_\_\_\_  
DATE: \_\_\_\_\_  
PPFR HELD: JC-28-04  
PPFR HELD: \_\_\_\_\_  
PLANS COMPLETED: \_\_\_\_\_  
REVISIONS: \_\_\_\_\_



THIS DOCUMENT IS LOCATED IN THE RICHMOND COUNTY



# PRECONSTRUCTION STATUS REPORT FOR PL250510-

## CR 1501/WRIGHTSBORO RD FM JIMMIE DYESS PKWY TO I-520 RAMPS

**PROJ ID :** 250510-  
**COUNTY :** Richmond  
**LENGTH (MI) :** 2.55  
**PROJ NO.:** STP00-7001-00(009)  
**PROJ MGR:** Kirby, Brandon W.  
**AOHD Initials:** MAH  
**OFFICE :** Program Delivery  
**CONSULTANT:** Local Design, Local PE funds  
**SPONSOR :** Augusta/Richmond County  
**DESIGN FIRM:** Post Buckley Schuh and Jernigan, Inc

**MPD:** Augusta TMA  
**TIP #:** STP-6  
**MODEL YR :** Widening  
**TYPE WORK:** ADD 4U(MED 20)  
**CONCEPT:** Reconstruction/Rehabilitation  
**PROG TYPE:** N  
**Prov. for ITS:**  
**BOND PROJ :**

**MGMT LET DATE :** 10/20/2006  
**MGMT ROW DATE :**  
**BASELINE LET DATE:**  
**SCHED LET DATE :** 7/22/2010  
**WHO LETS?:** GDOT Let  
**LET WITH :**

**PRIORITY CODE:**  
**DOT DIST:** 2  
**CONG. DIST:** 10  
**BIKE:** Y  
**MEASURE:** E  
**NEEDS SCORE:** 07  
**BRIDGE SUFF:**

BASE START	BASE FINISH	LATE START	LATE FINISH	TASKS	ACTUAL START	ACTUAL FINISH	%	PROGRAMMED FUNDS					Date Auth
								Activity	Approved	Proposed	Cost	Fund	Status
				Concept Development	6/1/1999	8/15/2002	100	PE	1998	1998	180,000.00	33C	AUTHORIZED
				Concept Meeting	4/17/2000	4/17/2000	100	ROW	2007	2007	8,906,600.00	L240	AUTHORIZED
				PM Submit Concept Report	6/29/2000	6/29/2000	100	CST	2015	2015	18,375,113.35	L230S	PRECST
				Receive Preconstruction Concept Approval	7/6/2000	7/6/2000	100	CST	2015	2015	5,411,919.29	L240	PRECST
				Management Concept Approval Complete	8/5/2002	8/15/2002	100						
				Value Engineering Study	2/12/2009	2/12/2009	83						
				Public Information Open House Held	6/19/2000	6/19/2000	100						
				Environmental Approval	5/10/1999	6/14/2004	100						
				Pub Hear Held/Comm Resp (EA/FONSI, GEPA)	7/21/2003	7/21/2003	100						
				Mapping	11/21/1999	11/23/1999	100						
				Field Surveys/SDE	5/3/1999	10/29/1999	100						
				Preliminary Plans	9/1/2000	12/2/2002	100						
				Underground Storage Tanks	12/6/2007	4/1/200810C	0						
				404 Permit Obtainment	10/28/2004	10/28/2004	100	PE Cost Est Amt	180,000.00	Date:	11/24/2003	0.00	33C
				PFR Inspection	12/13/2004	3/22/2005	100	ROW Cost Est Amt	8,906,600.00	Date:	10/5/2006	0.00	L240
				R/W Plans Preparation	4/6/2005	6/30/2005	100	CST Cost Est Amt	12,437,000.00	Date:	10/5/2006	0.00	L240
				R/W Plans Final Approval	6/1/2005	6/7/2005	100	CST Cost Est Amt	3,663,000.00	Date:	10/5/2006	0.00	L230S
				L & D Approval	12/21/2006	12/21/2006	100						
				R/W Authorization	4/3/2007	5/11/2007	100						
				Stake R/W	2/25/2004	12/13/2004	67						
				Soil Survey	12/4/2009	12/4/2009	36						
				Final Design	2/18/2010	3/15/2010	0						
				FPR Inspection	3/12/2010	3/29/2010	0						
				Submit FPR Responses (OES)									

### District Comments

(FGrimes: RWPlans) 9/10/01 APW advd to proceed with planenv 12/19/01 APW advs mtg will be held 1-02 to discuss align rev 12/2/03 Lghg agrmt to locs for exec 5/4/04 Spon:ARTS, local PE but GDOT acq RW; much needed proj 12/7/04 RW funds to be shifted to 262750 7/10/06 Pre-Acq entret issued to Paul Bryan 2/26/07 Prop owners mtg 7/31/07 Significant database errors found by OEL 8/29/08 RW acq suspended 2-17-09 RW activities resumed consult to finish (Acq.) only if money left on contract to do so Rubio (Appeals)

**Prog. Develop:** TMA/ LET ASAP LOCALS DO NOT HAVE A CONSULTANT ON BOARD 3/15/99  
**Programming:** NO BRIDGE REQUIRED  
**ROW:** JCH: ROW ACQUISITION UNDERWAY  
**Traffic Op:** EA/FONSI 6-14-04 | R6-23-06 | No Schedule for Let | John 11-25-09  
**EMG:** PMA SGN AUGRICH DO PE/UTIL 8-23-00|DOT DO ROW 2-00|MSW 8-00.  
 BIKE/PED FACILITIES PER TIP. CJC ARTS BIKE PLAN RECOMMENDS URBAN BIKE & PED FACILITIES.  
 Agreed to AC 1.4 million to get project into 2007  
 PR2/P-8-14-97/TEMP SR 1102 & 1102TA-1102TC#1 11-03#2 9-07#3 12-08#4 5-09#5 7-09  
 Proj off suspend Rec revised plans adding +-15 parcels 8-09  
 CAH/SND LCL CNLS/TNT PLNS FR REVW030801|S?P10/07/04 SZ/NR  
 (JL) NEED 2ND SUB FROM 5 OF 6 UT - on hold (10/27/09)  
 RECST/REHAB (WIDENING); PE BY COUNTY. !PHOTOS RETURNED!

<b>Prel. Parcel CT:</b> 180	<b>Total Parcel in ROW System:</b> 183	<b>Cond. Filed:</b> 3	<b>Acquired by:</b> DOT	<b>DEEDS CT:</b> 129
<b>Under Review:</b> 5	<b>Options - Pending:</b> 6	<b>Relocations:</b> 30	<b>Acquisition MGR:</b> Brewer, Cheryl (C)	
<b>Released:</b> 152	<b>Condemnations- Pend:</b> 1	<b>Acquired:</b> 132	<b>R/W Cert Date:</b>	